

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FINE.

Barometer 29.74

September 14, 1914. Temperature 6 a.m. 77. 2 p.m. 84
Humidity 56. 53

September 14, 1914. Temperature 6 a.m. 80. p.m. 86
Humidity 90. 73

2903

號五十二月七年甲寅

MONDAY, SEPTEMBER 14, 1914.

一拜禮 號四拾月九年癸癸

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

RAPID ADVANCE OF THE ALLIES.

"VICTORY MORE AND MORE COMPLETE
EVERYWHERE."

German Cavalry Apparently Exhausted.

RUSSIANS CAPTURE 30,000 AUSTRIANS.

Further British Success in New Guinea.

FRENCH TELEGRAMS.

(From the French Government, through Peking.)

Sept. 12, 9.50 a.m.

The news from German sources concerning their alleged taking of Maubeuge with 40,000 prisoners is denied.

German Evacuation.

On September 10, the French troops defeated the German Right Wing. The First German Army was compelled to re-cross the Marne north of Laferte-sous-Journe. The whole valley of the Marne above the line Fere-en-Tardenois, Niezy and the River Dhuis is evacuated by the Germans.

French on the Offensive.

The French troops in Champagne were at first compelled to retire on Mourmelon and Chalons, but again took the offensive, the Third German Army losing part of the ground it had gained.

The Fifth German Army, in Argonne, was attacked near Vavincourt, where the French troops progressed slightly. The Germans attacked the fort at Genicourt, near Verdun.

The Sixth German Army advanced slightly in Lorraine, on the road to Chateau-Salins, but is going back in the Forest of Mompoux.

German Attack Falls.

Sept. 10, 4.30 p.m.

All attempts made by the Germans to break through our Left Wing, on the right bank of the Oise, failed. A British corps has crossed the Marne and the Germans have marched back 40 kilometres.

There is no notable change in the Centre and Right. The Russians have occupied the Austrian towns of Sontshava and Gata (near the Roumanian frontier).

Peking, Sept. 13.

The French Ambassador in Russia wires that our armies are victorious on all fronts.

(Havas Telegrams.)

Paris, Sept. 11, 5 p.m.

The following are details, published by the Government, of the operations since Sept. 6:—

Fighting Favours Allies.

On the front Paris-Verdun. The first part of the battle on the Marne seems to be in favour of the Allies, as the Right Wing and Centre of the Germans are now in retreat.

The situation is unchanged on our right (Vosges-Nancy). The Germans tried to shell Nancy with long-range guns.

The general situation is entirely changed during the past few days from a strategical, as well as from a tactical, standpoint. Not only did we stop the advance of the Germans, which they believed was a victorious one; but the enemy retired before us at nearly all points.

Exhausted German Cavalry.

Sept. 12, 4.25 p.m.

On our Left Wing the Germans began a general retreat between the Oise and the Marne. Their front extended yesterday: Soissons-Braime-Fismes-Rheims Hills. Their cavalry looks exhausted. The Anglo-French troops are in pursuit. Yesterday they met with only a feeble resistance.

In our Centre and on our Right Wing the Germans are evacuating the course of the River Saulx and Vitry-le-Francois, where they had previously entrenched themselves. During our attacks on Sermizelle and Revigny they abandoned a quantity of war material. The German forces occupying Argonne are beginning to fall back, marching through the Forest of Bellemeuse.

In Lorraine, we advanced slightly. We occupied the East Ridge of the Forest of Champenoux, Rehainviller and Gerbeviller. The Germans have evacuated Saint Die.

Belgian Activity.

The Belgian army is acting vigorously against the Germans, who are reconnoitring the entrenched camp of Antwerp.

The Serbian Advance.

The Serbians have occupied Semlin.

Nish, Sept. 11.

The Serbian Army has captured Semlin, after a hard fight.

TO-DAY'S LATEST WAR TELEGRAMS.

(Reuter's Service To "The Telegraph.")

Australians' Success in New Guinea.

Sept. 13, 7.10 p.m.

The Australians have captured the wireless station at Herbertshöhe, German New Guinea, after 18 hours' bush fighting. They have garrisoned Herbertshöhe and Raboul. Another two seamen were killed and one wounded.

The Victorious March.

Sept. 13, 7.10 p.m.

General Joffre has telegraphed to M. Millerand, Minister for War, as follows:—

"Our victory is more and more complete everywhere. The enemy is retreating, leaving war material and prisoners. Our Army, flushed with success, is continuing in pursuit with all its energy. The morale and endurance of the Allies are admirable. The Government may well be proud of the Army."

EARLIER TELEGRAMS.

Death Roll of German Princes.

Sept. 13, 4.50 a.m.

The French troops have occupied Soissons and Luneville and the Germans have abandoned the vicinity of Nancy.

It is reported that the Belgian army has cut in two the German army occupying Cortenberg, which is between Louvain and Brussels.

A battle is proceeding to the south-east of Antwerp, but is still indecisive.

It is reported from Ostend that Princes Adalbert of Prussia, Frederic William of Prussia and Carl of Wurtemberg have died in hospital at Brussels.

German Commander's Appeal to His Men.

Sept. 13, 5.5 a.m.

An official report from Paris states that the German Left began to retreat yesterday, abandoning the region around Nancy.

The Anglo-French troops are pursuing them vigorously. The retreat of the enemy is developing into a rout and they are everywhere abandoning their guns.

The French have found an Order of the German Army Corps Commander, dated 7th September, exhorting his men to fight to the last breath as everything depended upon the issue of the pending battle.

Russian Successes Continue.

Sept. 13, 6.10 a.m.

A Petrograd official message states that the Russians completely defeated the Austro-German armies from Krasnik to Tomaszoff, the armies being driven over the river San. They also achieved great success against the Austrians west-north-west of Lemberg.

The Russians captured two hundred officers and thirty thousand men, as well as many guns, quickfiring and munitions.

Press Bureau Confirmation.

Sept. 13, 11.55 a.m.

The Press Bureau confirms, to-day, the brilliant Russian victory, the capture of thirty thousand prisoners and several hundred guns.

The Official Summary of Operations.

The Press Bureau, in a summary of the operations during the last four days, states that the whole of the German right wing, since the 10th inst., has been falling back in considerable disorder. The Anglo-French troops are following closely.

Six thousand prisoners and fifteen guns were captured on the 10th and 11th inst.

The guns captured by the French army up to the 12th inst. totalled one hundred and sixty.

The enemy is retreating along the whole of the line left of the Meuse.

The following telegram is the first section of the Paris *communiqué* which arrived after we had gone to press with the second and third sections, in our extra, yesterday:—

A Paris *communiqué* issued this afternoon states that on our left the Germans began a general retreat between the Oise and the Marne. Their front yesterday extended along a line: Soissons, Braime, Fismes and the Rheims Ridge.

The German cavalry seems exhausted. The Franco-British Army pursued them and found only a feeble resistance.

[The following Telegrams appeared in our issues of yesterday:—]

British Chase the Enemy.

London, Sept. 12, 2.40 p.m.

The Press Bureau reports that our troops have crossed the Oise and are moving to-day in rapid pursuit of the enemy. Two hundred prisoners have been captured.

The allied cavalry were between Soissons and Fismes, last night; the enemy retreating to the north of Vitry-le-Francois. The third French army captured all the corps of artillery of one corps. Our aeroplanes report that the enemy's retreat is very rapid.

TO-DAY'S LATEST WAR TELEGRAMS.

Sept. 12, 11.35 a.m.

It is announced from Petrograd that the Russians' victorious advance and their driving the entire Austrian left wing into the angle of the Vistula and San confronts the Austrians with a complete debacle as the fords are bad. The Russian success is due to the artillery. Furious fighting is proceeding in the Austrian centre, where the Hungarian regiments are showing great gallantry. The fighting line, as a result of the attacks and counter-attacks, is one huge zig-zag movement, but generally the Russians have gained ground towards the Austrian frontier. Hot fighting is in progress on the Austrian right.

Ambassadors' Protest to Porte.

Sept. 12, 12.50 p.m.

The Press Bureau announces that the ambassadors of all the powers have protested to Constantinople against Turkey abolishing the Capitulations.

Australian Success in German New Guinea.

Sept. 12, 1.25 p.m.

A Reuter's message from Melbourne states that Rear Admiral Sir George Edwin Patey, K.C.V.O., M.V.O., Commander-in-Chief of the Royal Australian Fleet announces that an Australian expedition occupied Herbertshöhe this morning unopposed.

[Herbertshöhe is the seat of Government of German New Guinea.]

Russian Successes.

Sept. 12, 1.10 p.m.

Reuter's correspondent at Petrograd reports that to-day a *communiqué* states that the Germans have arrived at Grodek to assist the Austrians. The operations of the Russians on the two wings and at the rear of the western Austrian army are favourable to the Russian arms.

A turning movement near Rawaruska against the Austrian flanks is proceeding successfully.

The Serbians are continuing a successful offensive.

Union Jack Hoisted at Herbertshöhe.

Sept. 12, 3.25 p.m.

The Rt. Hon. Lewis Harcourt announces that Rear Admiral Patey's Australian squadron hoisted the Union Jack at Herbertshöhe without opposition.

A naval landing party under Commander J. Beresford established themselves ashore at dawn without the enemy's knowledge.

In proceeding to destroy the wireless station the progress of the party was stoutly opposed, and they had to fight for four miles through the bush, the road being mined in many places.

The German officer commanding the trenches five hundred yards from the station surrendered unconditionally. Guns had been landed and steps taken to capture the station.

The casualties were: Lieutenant Commander Elwell and two members of the Australian naval reserve killed; three wounded. German casualties unknown. 37 German prisoners taken.

Germans Retreating in Lorraine.

Sept. 12, 6 p.m.

In the centre and on the right, the enemy has evacuated Vitry-le-Francois, which had been fortified, and Riversaux.

The Germans abandoned quantities of war material when attacked at Esmalze and Revigny.

The enemy has also given way on the Argonne Ridge, retreating by the forest of Bellemeuse.

In Lorraine we made some slight progress. We occupy the edge of the forest of Champenoux, Rehainviller and Gerbeviller.

The Germans have evacuated Saint Die.

German Movement Eastward.

London, Sept. 11, 12.10 p.m.

A Petrograd *communiqué* says that the Germans from the West concentrated along the River Alle whence they began a movement Eastward, moving great columns across the Masurian Lakes. The Russian advance troops are retiring eastward, but are holding their own against the enemy's advance.

1,500 Germans Captured.

Sept. 12, 6.35 p.m.

The Press Bureau announces that the retirement of the enemy continued yesterday. Between the prisoners and wounded, the British captured 1,500, besides several guns, Maxims, and quantities of transport.

Sept. 11, 3.40 p.m.

The enemy is retreating rapidly east of Soissons in some disorder. A later telegram states that, from further information, yesterday's captures were higher than reported.

The Enemy Demoralised.

Sept. 11, 3.45 p.m.

Considerable bodies of infantry are being found hiding in the woods, having been left behind owing to the Germans' rapid retirement. They surrender at sight. This and riding villages and evidences of drunkenness point to the demoralisation of the enemy. Pursuit is being vigorously pressed.

Russians Capture Tomaszoff.

Sept. 12, 6.00 a.m.

The Russians have captured Tomaszoff, and cut off the left wing of the Austrian Army operating between Tomaszoff and Rawaruska.

(Continued on Page 5.)

TELEGRAMS

NEWS FOR BUSY MEN.

CONDENSED.

The Australians have garrisoned Herbertshöhe and Raboul.

The retreat of the Germans is developing into a rout.

The French troops have re-occupied Soissons and Luneville.

The energy and morale of the Allies are officially stated to be admirable.

A battle is proceeding to the south-east of Antwerp, and is still indecisive.

A brilliant Russian victory is reported, 30,000 prisoners and a hundred guns being taken.

The German cavalry seems exhausted, and offers only a feeble resistance to the Allies.

The German left wing has begun a general retreat, and has abandoned the region round Nancy.

It is reported that the Belgians have cut in two the German Army between Louvain and Brussels.

The Russians have completely defeated the Austrian and German Armies from Krasnik to Tomaszoff.

General Joffre has telegraphed to the French Minister for War stating that the French victory is more and more complete everywhere.

It is reported that Princes Adalbert of Prussia, Frederic William of Prussia and Carl of Wurtemberg have died in hospital at Brussels.

NEWS.

The death has taken place, at Macao, of Mr. F.P. Marques.

Latest war news from Tsingtau appears to-day.

Further war items from exchanges appear to-day.

"Our Contemporary" appears on page 2, Log Book on page 6, and Commercial News on page 9.

The second of a series of articles summing up the war situation after a month's fighting appears on page 4.

General News, the fourth instalment of our War Gazetteer and Messrs. Setna's report appear on page 3 to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 8.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Wednesday, September 16.
Sale of Office Furniture, Messrs Cruz Basto and Co., by G.P. Lemmert—11 a.m.

Friday, September 18.
Sale of furniture, Superintendent's House, Government Civil Hospital—G.P. Lemmert—2.30 p.m.

Saturday, September 19.
H.K. and Shanghai Bank.
Extraordinary general meeting of shareholders—City Hall—noon.

Royal Aerated Waters Manufacturing Co. Ltd., General Meeting—noon.

Saturday, September 26.
Douglas Steamship Co.—Ordinary general meeting—noon.

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darin and Hakka.

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graph" office or direct to 37
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Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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CONTEMPORARIES.

South China Morning Post.

The Tide Turned.

By the Germans everything has
been sacrificed to close formation,
the essential feature of the Ger-
man soldier's training—and they
have paid the utmost penalty that
skilled marksmanship and cool
courage could exact. It is true
that great gaps in the German
ranks have been filled in a won-
derful manner, and that great
bravery and tenacity have been
displayed, but soldiers who have
become exhausted through over-
work, want of sleep and food and
broken in spirit by terrific opposi-
tion could not be expected to last
out for very long. A day must
come when gaps can no longer
be filled, when the numerical dis-
proportion between the invaders
and defenders will disappear and
that day will be a sorry day for an
exhausted, overworked, underfed
army, whose main supports are
now taking what refuge can be
found from the merciless pursuit
of the Allies in the rather thinly
clad forests of France. At any
moment now the full rout may be
sprung upon an expecting world.

Daily Press.

Piracy Prevention.

The Minister's scheme has been
referred to the Governors of the
maritime provinces for considera-
tion and report, and while per-
sonally approving the scheme, the
President has pointed out that it
means money, and that there is
little or none available for the
purpose. That is the stereotyped
objection which is opposed to any
and every measure of reform in
China. It is as much the duty
of the maritime provinces of China
to maintain a water police force
for the protection of trade and
commerce on the provincial water-
ways as it is their duty to main-
tain a police force for the pro-
tection of life and property in every
city and town of the province, and
the most effective means of coping
with the evil would seem to be
for the Central Government to lay
down clearly in the first place
that it is the duty of the high
provincial authorities to maintain
efficient police patrols on the
rivers and waterways of their
respective provinces, and, second-
ly, to maintain a staff of inspectors
to make periodical reports to the
Central Government upon the
efficiency or otherwise of the
patrols. In that way, perhaps,
the maritime provinces could be
kept more up to the mark in this
respect.

China Mail

The War.

The wastage of the war on the
side of the British is constantly
being repaired and the recruiting,
we learn from to-day's telegrams,
is meeting with remarkable suc-
cess. The British Empire has
enormous resources of men and
money, and it is evident that, if
the need arises, all resources will
be drawn upon. South Africa is
also showing her loyalty and
gratitude to the Motherland, and
it is clear that not only may all
the British troops be drawn safely
from the garrisons there, but even
more direct aid can be relied
upon. Such is the eminently
satisfactory position of the British
Empire, and such gives a con-
clusive refutation to the many
weird stories "made in Germany"
of the awful risings that were
due to occur in India and South
Africa whenever the Motherland
engaged in a European war. The
wish, doubtless, was father
to the thought and like many of
the Germans' theories regarding
the position of affairs and the
result of a European war, the
wild statements above mentioned
have gone hopelessly awry.

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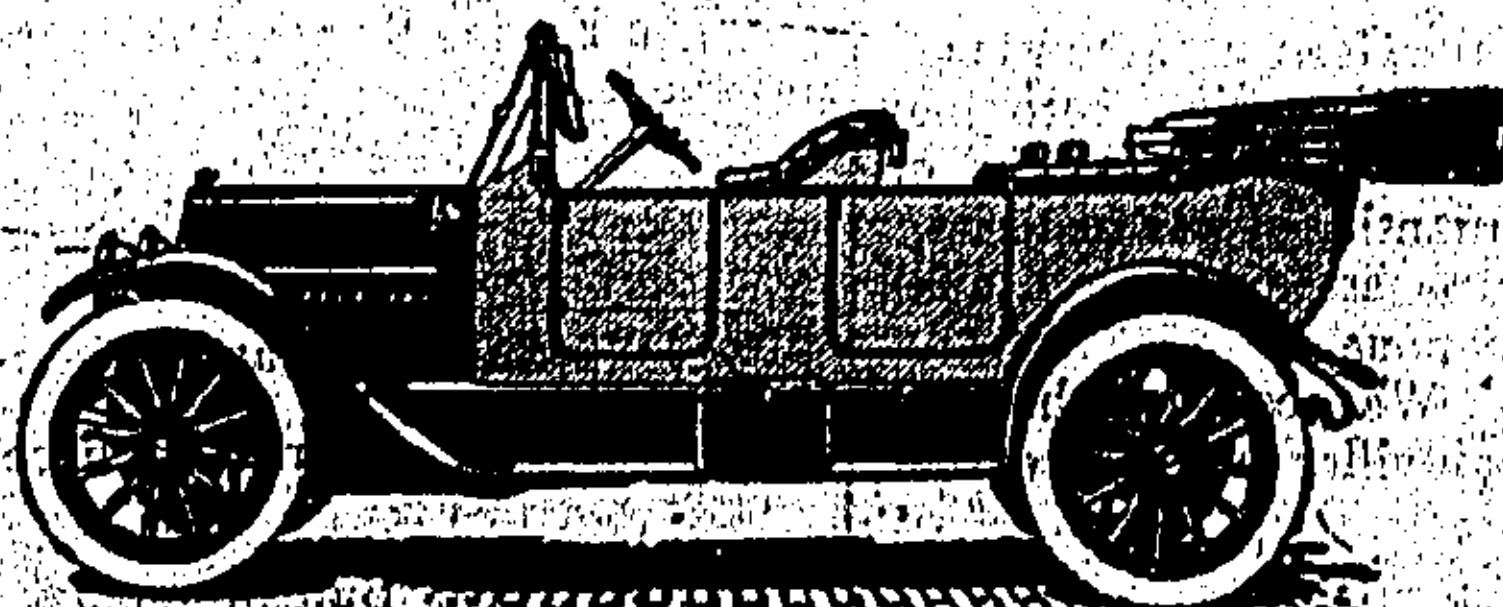
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GENERAL NEWS.

Death of Mr. "Alf" Turner.

All interested in racing would read with regret of "Alf" Turner's death, which took place in Java on August 10th, says the *Singapore Free Press*. Turner was riding in the Straits as far back as 1901, training and riding for Messrs. Cheong Thye Phin, Chung Ah Yong, Eu Tong Seng, Lam Kam Thong and Mr. Jao de Voogt. During his first half year in the Straits, he rode with varying success; out of 71 occasions on which he donned silk his winning mounts were nine, with thirteen seconds and twelve thirds, whilst he was thirty-seven times unplaced. At different periods most of the big races, in the Straits, Java and Sumatra fell to him, whilst his successes on Mr. de Voogt's "Pawabroker" will be well remembered by race goers who were here a few years ago. For some years now, although carrying on his avocation, "Turner" has frequently had to stand down, owing to indifferent health, when "Vic" Southall has often taken his place with no inconsiderable success. Whether there is more mortality amongst jockeys than in other professions is an open question, but referring to the first occasion on which Turner was seen in the saddle, out of twelve riders in the one race no fewer than five of them, besides Turner, have passed away, viz. Frank Lowby, Archie Campbell, W. Dulan, W. Griffiths and White, whilst Frank Hollay is away in England recruiting his health.

Beer or Pernod?

Says the *Pinang Gazette*:—Something perhaps might be done to render a run ashore to any of our Allies more pleasurable by those who cater for the public. A little studying of their needs would no doubt bring pleasure and profit to the reformer. The sine qua non for Jack ashore is a drink, with the British Tar it is "Beer" with our neighbours "Pernod" and there is hardly a restaurant in town which stocks it. The sight of a party of Frenchmen left with the option of "Lager" or "Whisky" is one not to be forgotten.

Brave French Girl Telegraphist.

"A monument was unveiled last week at Bievres, a small commune in the Seine-et-Oise, in memory of Juliette Doda, a telegraphist," says the *Morning Post*. "She was a telegraphist of Pithiviers, and when in 1870, after the battle of Beaume la Rolande, Pithiviers was occupied by the Germans, she determined, though she was only twenty-two, to do everything in her power to help her country. The telegraph wires passed just in front of her window, and, with remarkable courage, for seventeen nights she succeeded in tapping all the messages sent by the Germans. These she gave to the sous-prefet, who by various means sent them to the French authorities. Owing to the denunciation of a servant she was discovered and condemned to be shot; but Prince Frederick Charles ordered her to be sent to Germany with the next convoy of prisoners. She ended her life at Bievres."

A Night Alarm.

The Asiatic population on the Batu Road, from the second to the fourth mile, has been suffering almost daily from alarms of gangs of Chinese. On Monday night an attempt to approach an assistant's bungalow on an estate in that neighbourhood was frustrated by the precautions taken on the estate. The alarm was given by a servant, and coolies put on the watch, and the Europeans, who have a full knowledge of what is occurring in the neighbourhood, turned out in force. The Chinese, stated to number about thirty, disappeared into the adjoining scrub. Earlier in the day a Malay noticed a number of Chinese hanging about on the road near the third mile, but hurried on as he was afraid to take any notice of them. Police arrived from Keping, but as the scrub had already been beaten by the estate labourers, no captures were made. Later on people on watch heard subdued whistles in the neighbourhood which they believed to be made by scattered members of the gang calling to each other. (M. M.)

NOTICE

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THE "TELEGRAPH" WAR GAZETTEER.

(Fourth Instalment).

Bapaume.—A town in the French department of Pas-de-Calais, 12 miles S. of Arras, scene of a German victory on January 2-3, 1871. Population 3,000.

Lon.—Chief town of the French Department of Aisne, is situated on a steep isolated hill (594 feet) 87 miles by rail N.E. of Paris, occupying a very strong position. It has been a fortress since the fifth century. Here in March 1814, Napoleon was repulsed by Blucher and Enlow and it surrendered to a German force on Sept. 9, 1870, when the explosion of the powder magazine by a French soldier cost 500 lives. Population 2,000.

Lublin.—The capital of a Polish Government, on a tributary of the Vistula, 96 miles by rail S.E. of Warsaw. The population is over 50,000; area of the Government 6,197 square miles; population 1,165,000.

Maubeuge.—A fortified town in the French department of Nord, 4 miles from the Belgian frontier and 23 E.S.E. of Valenciennes. Population (1901) 10,370.

Meziere.—The capital of the French department of Ardennes, on a bend of the Meuse opposite Charleville, 155 miles N.E. of Paris. In 1521 it was successfully defended by Bayard with 2,000, against 40,000 Spaniards; in 1815 held out for two months against the Allies; and in 1870-1871 capitulated after a frightful bombardment. Population 6,551.

Przemysl.—A town of Austrian Galicia on an affluent of the Vistula, 61 miles W. of Lemberg by rail. Since 1874 it has been strongly fortified. Population 46,300 (about one third Jews).

Reims.—A city in the French department of Marne, situated on the Vesle (a tributary of the Aisne), 100 miles E.N.E. of Paris by rail. Strongly fortified with detached forts since the Franco-German war, when it was for a time the German headquarters. It is well built, and has a picturesque appearance. It is built on the site of *Durocoratorum* which Caesar mentions as the capital of the Remi, from whom it subsequently took its present name. Under the Frank rule it was a place of much importance, and in 496 it was the scene of the baptism of Clovis and his chief officers by the Bishop of St. Remy. It is one of the great centres of the woollen manufactures of France, its articles being known commercially as *Articles de Reims*. It is also one of the principal entrepôts for the wines of Champagne. Population 108,385.

Termonde.—At the confluence of the Dender and the Scheldt and is 18 miles E. of Ghent. It is fortified and has a population of 10,200.

Verdun.—A fortified French town in the department of Meuse, 35 miles W. of Metz by rail. The fortress has often been besieged—in 1870 by the Germans when it capitulated. Population 13,100.

own in the French department of Marne, on the Marne, 127 miles E. by S. of Paris. Population 7,084.

Wilhelmshaven.—The chief naval port of Germany, on the W. side of the entrance of the Bay of Jade, 45 miles N. W. of Bremen. Inaugurated by King William in 1869, it is now a fortress of the first rank, defended by outlying forts and torpedoes, and, with its moles, basins, dry-docks, vast navy stores and workshops, has been a very costly creation—the massive buildings being created on swampy ground. Water is furnished by artesian wells. A commercial harbour has been made to the south of and connected with the naval one. Population 23,800.

MESSRS. SETNA'S REPORT.

The Market Still Very Quiet.

Messrs. S. D. Setna & Co., in their report dated September 11, say:—

Bengal Opium.—Market ruled extremely quiet, and no business is reported. The Chinese who had purchased their requirements are unable to clear their holdings at contracted time and the importers are now arranging amongst themselves for levying a charge on each chest uncleared, so that the purchasers may find themselves liable for extra value added to their previous purchases, and clear their holdings quicker. During the past fortnight only 14 chests, comprising about 1 chest of Patna New, 10 chests of Patna Old, and 3 chests of Benares New, were taken delivery of by the buyers. Unsold stock in first hands is about 125 chests of Patna New, 704 chests of Patna Old, 200 chests of Benares Old, in all about 1197 chests. Sold but uncleared stock is estimated at about 89 chests, comprising about 19 chests of Patna New, 17 chests of Patna Old, 13 chests of Benares New, 40 chests of Benares Old. Closing reported quotations (per chest) are as under:—Patna New, \$9,326; Patna Old, \$9,103; Benares New, \$9,050; Benares Old, \$8,825.

Malwa Opium.—No sales are reported in the market. A good lot is imported here from the North, and that has increased the unsold stock in first hands to about 1,091 chests. Clearances during the fortnight is reported of about only 15 chests. Sold but uncleared stock is about 103 chests. The reported closing quotations (per picul) are as under:—Malwa New \$3,400 to \$3,600.

Cotton.—Nothing doing. Unsold stock is estimated at about 2,000 packages. Closing reported quotations (per picul) are \$25 to 30.

Indian Yarn.—Market ruled extremely quiet, and no parcels changed hands. It is reported that the Chinese are arranging to take delivery of their former purchases before negotiating for fresh transactions, and they are now re-selling their holdings. Demand from the interior is also slack owing to tightness of money.

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TO LET.—Queen's Building, the South West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Apply to—
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TO LET.—No. 4, Clifton Gardens, 17 Conduit Road. Godown 98 Wanchai Road. Godown No. 4 New Praya. Kennedy Town.—Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 28th August, 1914.

TO LET.—No. 7 Knutsford Terrace, Kowloon.—Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 29th August, 1914.

TO LET.—House No. 3 "Ormsby Terrace" Kowloon.—Apply to—SPANISH DOMINICAN PROCURATION.

TO LET.—"LA HACIENDA E." No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.

TO LET.—From 1st September 1914. In Canton, on Shamen Lot 55, The premises now in the occupation of the Bank of Taiwan, Limited.—Apply to, DAVID SASSOON & Co. Ltd. Hongkong

TO LET.—Ravenshill East, Park Road, containing 5 rooms, 3 bath rooms, servants' quarters, &c.—vacant 1st November. Apply DEACON, LOOKER, DEACON & HARSTON.

TO LET.—2 roomed Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Offices in No. 3, Queen's Buildings.—Moderate rent. Apply to "S." c/o Hongkong Telegraph.

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WANTED to hire monthly, one sea-worthy motor launch of about 30 feet L.O.A. and in good condition. For communication in the harbour. Offers including description, plan of the boat and the hire rent please address to P. O. Box 472.

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market. Unsold stock is estimated at about 57,000 bales. Sold but uncleared stock is about 34,000 bales.

Local Yarn.—Sales nil.

Japanese Yarn.—Sales nil.

Sundry Articles.—In imports, owing to slackness of demand from the consuming districts, buyers are rather shy, and are purchasing in limited quantities for their actual requirements only. Sales during the past fortnight are reported in Kismis at \$50 (per picul), Borax at \$23½ (per picul), and saltpetre at \$12½ to 13 (per picul). In exports, owing to short supplies of some articles in the Hongkong market prices show an advance, and a few purchases are reported in Zedary at \$25 (per picul), Cardamum Seeds at \$34 (per picul), Cassia at \$12½ (per picul), Cassia oil at \$175 to 200 (per picul), Fire-Crackers (lavangia) at \$8½ (per case), and preserves at \$3½ to 4½ (per case).

Shanghai Exchange Circular. Messrs. Maitland and Pearson's report for week ending the 2nd September 1914 states:—The last advice of the price of "Spot" Silver from London 24d. is 7/8d. lower than last week. We understand that a shipment of Silver from America was placed on the London market at "heat" price during the week.

Acceptances due in London on a/c of American Banking houses must amount to large figures, and it is possible that the shipment of silver referred to was placed in London in connection with these.

NOTICE.

Apollinaris

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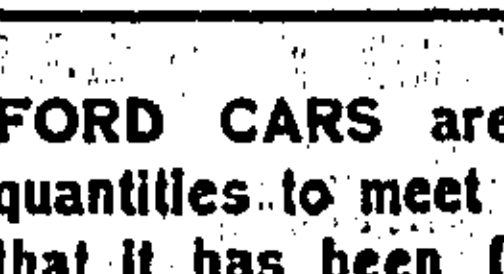
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Call on us at any time suitable to yourself and arrange for a trial ride.

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We are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

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QUEEN'S DISPENSARY

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PRICKLY HEAT POWDER.

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

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BULL DOG
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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

The rates of subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton; who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition Western Union

The Hongkong Telegraph.

HONGKONG, MONDAY, SEPTEMBER 14, 1914.

A WITHERING DEFEAT

Our "Notes on the Crisis," on Wednesday last opened with the statement that the tide had turned, and so much was clear then to a careful observer. But probably not the most optimistic onlooker anticipated that the tide would ebb so rapidly, and with such thundering force as it has done. Presently the waves will be sweeping over the German Empire and not all the orders of that modern Canute, the German Emperor, will stop them. For the first time, in this battle, assumed a vigorous offensive. Even had it not been wholly successful, the blow to the attacking forces would not have been great. Failure would only have retarded the day of ultimate success. But defeat to the Germans—defeat so complete and withering—means much more to them; it means, in a word, the beginning of a swift-approaching end.

It is difficult to realise in all their fullness the victories that have been gained. Everywhere the Germans have been routed—in France, in Belgium and against the Russians. After five days of fighting in France they have been driven back everywhere along the wide-stretching line of front. In not a single place have they been able to secure a crumb of comfort in the shape of a trifling success. Against troops better armed, better trained, and imbued with a high courage and magnificent spirit, they have crumpled up. Everywhere they are falling back, showing little wish for fighting in many cases, surrendering gladly when our troops close with them, abandoning guns and stores in their headlong flight, and, worst and most terrible of all, giving way to drunkenness. History does not afford a parallel to this pitiable spectacle of an army which has been hailed for years as the greatest of fighting machines, becoming thus undisciplined and demoralised. There must be moral dry-rot at the core of an army which thus loses its nerve when it is first roundly defeated.

The contrast between the temper of the victorious and the defeated troops is striking. For days the Allied troops fell back and back, fighting every inch of ground, but confident in the strategy of their leaders. Only the finest trained troops could thus have retreated and yet preserved throughout their morale. There are many factors which go towards the success of the Allied forces—superior strategy, better arms (it is said) and better training. But we repeat what we have said before, that the greatest of all factors is the spirit which animates the officers and the rank and file. And if their morale was splendid while they retreated and (there can be little doubt) sighed for the day of attack, it is not less splendid in the hour of victory. General Joffre has paid a warm tribute to the endurance and temper of the troops under his command, and it is clear that he, like the men under him, is flushed with success. But neither in his case nor in theirs has it gone to the head like strong wine, as has sometimes been the case in the past. There is still work to be done, and they are strong and steady against the day of its coming. It is not too much to say that never before were troops more convinced that the cause for which they fight is a right one and never were troops more determined that their behaviour, while they fight for it, shall be erect and unquestionable.

The Growth of Insanity.

We published on Saturday the last Report of the Lunacy Commissioners. It will be seen that, on January 1 of the present year, the number of insane persons under care was 140,237, i.e., 1,860 more than for the previous year. But figures which follow on show that this increase is not quite so alarming as it might be, inasmuch as that of the year before was 2,716, and the average for the previous ten years, 2,304. The fact, however, still remains that, since 1859, the ratio of insane persons to the total population has risen from 18.87 to 37.58. An increase such as this is the price that society has to pay for "progress." This world went along very slowly fifty-five years ago. There were no board schools, halfpenny newspapers, lightning tours, motor-cars, etc.; women were content to occupy their proper place in the scheme of things and doctors had not invented a score of new diseases; the crazes and "isms" characteristic of the past few years did not exist. But it is no use crying over spilt milk. We cannot put back the hands of the clock and return to the comparative simplicity of 1859. The most one can hope is that the brakes will be judiciously applied, to keep the race from running to destruction at any greater rate than the present.

No Mail. After long weeks of waiting, Hongkong was much disappointed when it was discovered that the Salsette, which arrived on Saturday morning, brought no English mail. Why, if there was no mail on board, the Post Office should notify the public that she was carrying one, we cannot understand. The notification was most explicit. It stated:—"This packet brings the parcel mails closed in London for despatch by the all-sea route on the 5th ult. and for despatch overland on the 11th ult." What one would like to know is where the Post Office obtained that information? Somebody must have supplied it, unless the whole thing was manufactured, or assumed, by the Post Office people themselves. Anyhow, the mail did not arrive. In ordinary circumstances this would be annoying to the public; at the present it is doubly so.

War Prices.

The fortnightly market report of the Chamber of Commerce shows just how dull trade in the Colony is at present, but even it is not without its hopeful note. In fancy goods, it states, there is nothing doing, but the flour market is healthy. Stocks stood at 300,000 sacks as against 250,000 sacks a fortnight ago. Except for the trader in fancy goods, this report is not so bad after all. At a time like this fancy goods can be done without none so ill, so long as there is plenty of flour about. Considering the magnitude of this war, prices might readily have gone up a deal more than has proved the case. On the whole, and everything considered, Hongkong people have not a deal to grumble at considering the distance which most of the essentials of life have to be fetched. And, to be quite fair, we have not heard a deal of grumbling, nor do we expect to hear much even though prices rise a bit more.

The Argonne.

Mention is made, this morning, of Argonne. This is not necessarily wrong, but more accurately it should be the Argennes. These are two chains of hills in the north-east of France, stretching north-north-east from the plateau of Langres and the Monts Fancilles on the opposite side of the Meuse. The name of Argonne Forest, or simply Argonne, (in which sense it is employed in the telegram) is applied in a special sense to the part of the west chain north of the sources of the Aisne, forming a short but continuous ridge which constitutes an important line of defence. Some idea of the country in which part of the fighting is going on will be gathered when we remark that this "short" ridge is intersected only by narrow defiles, one of which is traversed by the railway from Paris to Verdun. This explains why telegrams during the past day or two have remarked that progress was being made there. But the enemy have now begun to give way even in this place, peculiarly adapted for defence.

DAY BY DAY.

HONOUR AND SHAME FROM NO CONDITION RISE. ACT WELL YOUR PART. THERE ALL THE HONOUR LIES.—Pope.

The Weather. Lower level 8 a.m. Temp 81; rain. At the Peak 8 a.m. Temp 72; rain.

Count the Columns. On Saturday the *Telegraph* published 40 columns of solid reading matter. To-day there will be 35 published.

The Dollar. The rate of the dollar on demand to-day is 1s. 10.1-16.

Property Recovered. Part of the property stolen from the Cheung Hing store has been recovered, and a man has been arrested.

Mongolia's Passengers. The s.s. Mongolia arrived in port yesterday, having on board 137 cabin, 55 second-class and 486 Asiatic passengers.

Enquiry Closed. Mr. J. R. Wood intimated this morning at the Police Court that the fire enquiry into the conflagration at Cross Street, Wanchai, was closed.

New Doctor.

Dr. C. T. Cross, of Philadelphia, arrived in the Colony yesterday by the Mongolia. Dr. Cross has come to join the staff of Dr. J. W. Noble.

Abandoned. A shopkeeper of Hollywood Road reports to the police that he entrusted a Chinese with \$41, with which to pay a bill, and he has abandoned.

Tug-of-war Rope Stolen. Lieutenant James, D.C.L.I., Whitfield Barracks, reports to the police that during the week some person stole a tug-of-war rope valued at \$30.

Woman Worker's Death. The body of Chan Fai-fai has been sent to the mortuary. She was killed through a fall of timber whilst working at Kowloon Docks.

Ricksha Coolie's Loss. A ricksha driver, of 103, Hollywood Road, has reported that on the 12th, some person entered his house by the front door and stole clothing valued \$20 and a watch valued \$5.

Theft at Night.

A shopkeeper, of No. 5, Lan Kwai Fong, reports that on the night of the 12th, some person entered his house and stole ten pieces of clothing valued \$31.50 as well as five jade-stone buttons valued \$10.

Shopkeeper Robbed. A shopkeeper, of 87, Queen's Road West, reports that during the night of the 12th, some person entered his house through an open door and stole clothing valued \$28, a watch valued \$1, and \$183 in money.

Fatal Train Accident.

The body of a woman who was knocked down by a train on the railway between Tai-po and Shatin, has been sent to the mortuary. She was alive when picked up, but died in the train on the journey to Yau-mat. Mr. Tramman, who was a passenger on the train, had the body removed to the mortuary.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory, at 4.35 p.m. yesterday:—
Cyclone or Typhoon.—133 degrees Long E., 24 degrees Lat. N., moving E.

Singapore Recreation Club.

At the Annual General Meeting held at the Singapore Recreation Club on Friday, 4th inst., the following were elected officers for the year ending 30th June 1915: President, Mr. E. Tessonahon. Vice-President, Mr. F. M. Chopard. Honorary Secretary, Mr. A. V. Peralt. Chairman of Board of Control of Games, Mr. G. G. James. Committee, Messrs. S. Mow, R. Tessonahon, C. A. de Silva, C. H. de Silva, G. B. Oshers, and Emilio Galland.

NOTES ON THE CRISIS.

THE ENEMY BECOMING DEMORALISED.

Wonderful Work of the Allies and Russians.

The enemy "surrender at sight." This and the rifling of villages and evidences of drunkenness point to demoralisation. That statement regarding drunkenness is a painful one; it would have been that whether it had referred to the enemy or to our own troops. It is never good to read of soldiers following the dangerous path of drunkenness, for Heaven knows what outrages on unoffending people may follow. There need be no doubt whatever of the absolute truth of the statement. These accounts of the battle are coming not from untrained or unreliable men, but from men who weigh every word before it is set down and who, it may safely be said, will prefer, when in doubt, to understate, rather than to risk overstating, a fact. No that drunkenness is beyond question "will be heard of everywhere with regret."

Losing Heart.

It seems to a civilian, indeed, as though this army on the west is demoralised because it has had a training along too stereotyped lines. If men are persuaded that the machine of which they form a little part is invincible, that it cannot work other than without a hitch, they are bound the more readily to lose heart when they discover the dismaying fact that, right from the start, the machine works badly. If these soldiers did actually believe that they could readily smash France and, in turn, cripple the power of Russia, what wonder if they have little stomach for fighting when they realise, at the end of six weeks, that they are farther than ever from their first objective and that they have lost terribly in accomplishing nothing? Meantime it is worth noting that the evacuation of Belgium is proceeding steadily. The army in Belgium is badly wanted to assist those operating against the British and French on the one hand and against the Russians on the other.

The Russian Victory.

And what work these Russian troops are doing! They have secured another wonderful victory against the Austro-German armies and have taken thirty thousand prisoners and several hundred guns. With information so scrappy as has been offered, up till now, it is impossible to state what are the relative strengths of the armies, but it is reasonable to assume that in this respect the Russians have the advantage. Even then, they are evidently better led than the enemy and are fighting with much better spirit. There, indeed, is where the Allies at present are gaining their chief source of strength. Other things being equal, the troops which are fighting and who are willing and anxious to shed blood for that cause, are the troops which are to emerge victorious from a long-continued war. And if they are, at the same time, better trained and better armed they are certain to be victorious much sooner than would otherwise be the case.

"And Nothing But the Truth."

It was remarked above that the statements made by the Press Bureau may absolutely be relied on. To say that was not to cast a stone at the work done by war correspondents in the past. Far be it from us ever to do that. But there is this difference in the accounts sent us to-day as compared with those we read in the past, that they are altogether more dry and matter of fact. Even the greatest war correspondent, who never for a moment consciously swerved from the truth, had yet always in his mind the fact that he was painting a picture. The result was that, by reason of his training, he heightened a colour here and toned down one there and presented his readers in the end with a picture in which the tints were admirable. The artist presents not Nature as she is but as he sees her, and the war correspondent followed the same difference between an artist's conception of a horse galloping and a photograph as there is between a correspondent's picture of a battle and that furnished by the Press Bureau.

AT THE END OF A MONTH.

AN ENQUIRY INTO WAR RESULTS.

II: The Readiness of the Navy.

It was remarked here on Saturday that the war, so far as it has gone, has definitely established the superiority of the British fleet over that of Germany. There has been no great and memorable engagement, no complete and overwhelming overthrow of our enemies' fleet; but the result in the exchanges that have taken place have been so decisively in favour of the British fleet as to satisfy everyone—the German fleet included, it is clear—that in every respect the British fleet is superior. The seeming ease and the rapidity with which Britain's naval supremacy has been established shows that the fleet was thoroughly ready to face any emergency and is a triumph for the Admiralty. It is only fair to say, too, that it is a personal triumph for Mr. Churchill. The *Telegraph* has more than once remarked that, while it had little to say in favour of his platform politics, it saw in him first a hard-working Home Secretary and afterwards a harder working First Lord of the Admiralty.

The Navy was Ready.

There is something fitting in the circumstance that a Marlborough should play an important part in Britain's success at this time, for it was in a war in the Low Countries that the greatest of all Marlboroughs did his most wonderful work. The present First Lord has been accused of being too fond, so to speak, of poking his nose into this department and into that, but criticisms have not disturbed him, and he is tremendously popular in the navy to-day. If the First Lord is determined that every ship in the navy shall beat its fittest all the time the men under him are certain to do their part briskly and gladly. That is why the navy was at its highest point of efficiency when the big moment arrived. A telegram on Saturday announced that a complete sweep had been made of the North Sea, by the British navy, without a German ship being seen. To be sure, another telegram stated that the German fleet was reported to be active in the Baltic sea. But if the German fleet is to be of the slightest use to Germany it must emerge into the North Sea and smash the British fleet in order to open trade routes for German merchant shipping. That it has consistently refused to do, for the best of all reasons.

The East Coast Safe.

In quite another respect it was a fortunate day for Britain when Mr. Joynson-Hicks defeated Mr. Churchill in North-West Manchester and sent him humbled to Dundee to fight desperately for a seat that seemed reasonably safe. Long after Mr. Joynson-Hicks's name is forgotten the indirect fruits of his freakish victory will remain. It is impossible to be definite on the point, of course, but it is fairly safe to assume that had not Mr. Churchill been sent to the north-east coast of Scotland that coast would have still been as unguarded as it was six years ago. It was not guarded at all then; to-day there is a great naval base at Rosyth which guards Edinburgh and the Firth of Forth, at Dundee and Cromarty are submarine stations, and at Montrose is a Government aeroplane station. Britain's weakest point, in fact, has become one of her strongest. These matters do not strictly come under a review of present war happenings, but they are well worth remembering at this time.

Dreadnought Superiority.

One thing that the war has not yet done is to test the fighting merit of Dreadnoughts. But whether they are proved better fighting instruments, or less effective than was anticipated, the conditions in this regard remain the same for each country. What does matter is the relative strength in numbers. The Navy League has just issued a revised edition of its table of the Dreadnoughts of the world, compiled by Mr. Alan H. Burgoyne. This shows that as regards completed ships, Great Britain stands first with twenty-nine Dreadnoughts, Germany

BOY SCOUTS.

Attend Wedding of Scoutmaster Roylance.

On Saturday the Boy Scouts of St. Joseph's Troop ministered in full force for a new feature in their parades. It was the occasion of the marriage of the Scoutmaster of the Junior troop, Mr. G. E. Roylance, of the Peak Tramway Company, to Miss Emily Roofs. The bride, who carried a lovely bouquet of white flowers, was given away by Scoutmaster A. J. Edwards, while Mr. E. A. Bell acted as best man. The Rev. Father Augustin officiated.

At the conclusion of the ceremony the Junior troop, in charge of Assistant Scoutmaster J. W. Brage, and the Senior troop, under the command of the Wild Boar Patrol Leader, F. Murray, lined the path from the Church Door to the Road. The troop then marched, in charge of the Chief Scout, Major Bowen, to the Military Hospital, where a cinematograph film of the Scouts at work at stretcher drill, signalling exercises, etc., was taken.

GERMANY'S SUBMARINES.

The German Admiralty have always made so much mystery about their submarine flotilla that few details can be given of U16—the boat which was sunk during an attack upon a British cruiser squadron—beyond the facts that she was launched in 1912 and that, according to the German newspapers, she cost \$125,000. Previously to her loss the German submarine flotilla consisted of 27 vessels, but the first two of these were generally regarded as failures and the next six are of less than 300 tons displacement. The rest are said to be excellent boats for their size, well fitted for harbour defence, but smaller than contemporary British and French submarines and unsuited for operations on the high seas. It is a curious fact that although the history of the submarine war vessel goes back at least 300 years, there is only one instance of its effective use, namely, the destruction in the American Civil War of the Federal ship *Housatonic* by a "David" submarine which was herself overwhelmed, with her crew of nine men, by the explosion of the torpedo.

Private Burial Ground Application Refused.

At a meeting of the Kuala Lumpur Sanitary Board, held on August 19th, the Collector of Land Revenue stated that an application had been made for half an acre of land at Circular Road for the purpose of a private burial and cremation ground. The Board considered that private burial grounds within Sanitary Board limits should not be encouraged, and recommended that the application be refused.

Suspension of Loans.

The Chinese Ministry of Finance has decided that as the Central Government is now issuing the domestic loan, the sales of the bonds of all local loans should be suspended. Some time ago the Anhui provincial authorities decided to float a short term local loan for the liquidation of the Bank of Anhui, and the Bureau of the Domestic Loan has now sent a telegram there, demanding that the sale of the above bonds should be suspended, and that other means be devised for the liquidation of the said bank.

second with seventeen, and America and France tie for third place with ten each. Japan has five, Italy four, and Austria three. That is to say that Great Britain's total is above the total of the Triple Alliance; and, since Italy is neutral, she is much stronger than Germany and Austria, leaving France out of count altogether. If we remember that ship for ship the month's war has proved the superiority of British over German ships—did not our destroyers actually engage German cruisers?—these figures show that the Navy is more than ready for anything that may come along.

LATEST TSINGTAU NEWS.

Japanese Seaplanes Over the Port.

Tokyo, Sept. 6.

The Japanese naval commander reports that two seaplanes on Sept. 5 reconnoitred over Tsingtau and dropped bombs on the wireless station and barracks. One seaplane received fifteen shots through its planes. Both machines returned safely.

Damage by Floods.

Kiauchau, Sept. 6.

Floods cover the country for hundreds of li. Over forty li of railway embankment near Chengyang have been washed away. The damage cannot be repaired for some time and many believe that the Germans will make no attempt to repair it.

The opinion is also expressed that the floods will handicap the defence of Tsingtau, as the harvest, which promised excellently, is ruined and little provisions from the surrounding country will be received in Tsingtau. The defenders, therefore, will be forced to begin using their stores which had been taken in before the blockade on the land side was begun.

Pitiful Scenes.

Reuter's special correspondent, travelling in a sampan from Chengyang to Kiauchau, was washed down by flood water to within five miles of Tsingtau. No German men-of-war were to be seen and the town bore a peaceful appearance. Reuter's correspondent was thirty hours in the sampan, unable to obtain food, and during the journey saw many pitiful scenes: submerged villages, people living in boats and on rafts, while others clung to the roofs of houses. Kaoliang and other crops in large quantities were floating out to sea.

Germany's Protest to China.

Peking, Sept. 4.

The German Legation has notified the Ministry of Foreign Affairs that it is lodging a protest against the Government's extension of the area for the operation against Tsingtau, on the grounds that such action is a breach of neutrality.

The Government has not yet received the Note.

Japanese Troops Landed.

Tokyo, Sept. 3.

The Commander of the Japanese Second Squadron reports that at 6 a.m., on September 2, they landed a detachment. None of the enemy was sighted on land or sea. Many military transports have arrived.

The place of landing is not given. The War Office has issued a similar announcement, adding that the landing was successfully accomplished, notwithstanding bad weather. The officers and men are in high spirits.

Heavy Rains and Swollen Stream.

Tientsin, Sept. 3.

There have been incessant rains in this district. The roads are submerged; small streams have become impassable, rushing torrents, 70 to 150 yards wide, while bridges are either covered or washed away. It will be impossible to undertake land operations in this neighbourhood for at least ten days, the country being untraversable.

No Damage.

Kiauchau, Sept. 6.

The Japanese hydroplane which flew over Tsingtau on Saturday dropped bombs close to a food depot and near some ammunition stores, but they did no damage.

Tokyo, Sept. 7.

The House of Representatives has passed unanimously a war vote of Yen 53,000,000.

A Wise Move.

Peking, Sept. 3.

Bowing to the inevitable, China has decided to extend the area within which belligerents may operate in Shantung and today notified the Legations of this fact.

The Government points out that it desires to maintain the neutrality of other parts of China and, therefore, considers it wise to follow the precedent of the Russo-Japanese war and prescribe the area in which violation of neutrality is unavoidable.

Five men lost in blockade. The following telegram from Vice Admiral Tomowaburo Kato, the Commander-in-Chief of the First Squadron, has been made public by the Navy Office:—

TO-DAY'S LATEST WAR TELGRAMS.

(Continued from Page 1.)

British Capture Eleven Guns.

Sept. 12, 2.30 a.m.

A Paris official message issued at eleven o'clock in the evening says our success on the left wing is more marked. Our advance continues north of the Marne and in the direction of Soissons and Compiègne. The Germans abandoned great quantities of munitions, material, numerous prisoners and wounded, and we captured another flag.

The British army captured eleven guns, much material and took from 1,500 to 1,600 prisoners.

The enemy in the centre has given way along the whole front between Reims and Revinny. The Germans in Argonne have not yet fallen back. Our troops, notwithstanding their efforts in a five days' battle, still have energy to pursue.

Nothing new has taken place along the right wing in Lorraine and the Vosges.

Belgians beat Germans.

Sept. 12, 2.50 a.m.

An Antwerp official communication issued at midnight states that the Provinces of Antwerp and Limburg are entirely, and Eastern Flanders almost entirely, free from the enemy.

The Belgians have recaptured Termonde. The Germans lost heavily in a fight in the environs and fled headlong.

The German column advancing from Melle towards Oudenarde and Ruyen made a retrograde movement northwards during the night, but was checked on the heights of Ename and again wheeled southward.

The Belgian field army took the offensive against the Germans at Actwerp, captured Aerschot on the 10th inst. and advanced continually until the 11th inst. Our artillery, especially the new heavy field guns, inflicted important losses.

Mr. Churchill Confident.

Sept. 11, 9.35 p.m.

Mr. Winston Churchill, addressing a great recruiting meeting in London, confessed that the situation was far better than had been expected in the early stages (cheers). If this battle had been as disastrous as, thank God, it appeared to have been, triumphant, he would have come before them with unabated confidence (cheers).

Whatever might happen, the war would finish in accordance with our interests and those of civilisation.

Mr. Churchill, amid great laughter, said not a single German battleship could be found in the so-called German Ocean.

The health of the Navy was better than it had ever been (cheers).

British Army of 1,000,000 Wanted on Continent.

Sept. 11, 10.55 p.m.

Mr. Churchill continued that they could rely on the Navy to maintain our naval supremacy. What they had to do now was to make a great army. Two only sure way of bringing the war to an end was to put and keep on the Continent an army of at least one million.

Commonwealth with Mother Country to the End.

Sept. 11, 8.25 p.m.

The new Premier, The Rt. Hon. Andrew Fisher, declares that in war the Commonwealth is with the Mother Country to the end. The Labour party's policy will be in accordance with the previous labour administration.

TELEGRAMS.

HEX RIVER DISASTER.

THE CASUALTIES.

(Reuter's Service to "The Telegraph.")

London, Received Sept. 13.

Eight have been killed and eighty-six injured in the train disaster on the Hex River.

"The first flotilla of torpedo-boats were attending their duties within the sentry region on the 24th inst. at about 2 p.m. when they met a hurricane, accompanied by high waves and heavy rain. The boats were unable to take shelter, but they avoided the centre of the hurricane, following the direction of the wind and sea towards the south west. These boats had to fight with the storm and high waves for about 24 hours, and they all scattered at last, each in a different direction from the other. About noon on the following day the storm began to abate, and the commander of the flotilla ordered a search for the scattered boats, which were gathered together again at one point on the night of the 26th. The boats answered more or less, and owing to the strenuous efforts of the crew, each boat is fit for war operation at any time. It is only to be regretted that five sank, one belonging to the Kamikaze, another to the Yamakaze, and three belonging to the Sakura were swept off by the waves, either while they were defending from the waves on deck or in trying to prevent a small boat from being washed away by the waves."

A Letter from Tsingtau.

A private letter from a member of the Tsingtau garrison to a

friend at Hankow contains the following items of interest:

The spirit of the garrison is most excellent. We all regret that we are being kept waiting for a foe that does not seem to appear. We would rather like the dance to begin. One meets all China here and there is ample opportunity to renew old acquaintances.

One full company consists mostly of non-commissioned officers. Duty is kept very rigid and fills all the day from 4 a.m. to 7 p.m. As is natural, the greater part of the training consists of shooting practice and the Hankow members of the garrison have repeatedly distinguished themselves by brilliant shooting results.

Evers, of Carlowitz & Co., yesterday scored 56 out of a possible 60. Tsingtau is excellently fortified with all the latest improvements. Our rifles are all manufactured this year and we will make for our enemies a hard nut to crack. The Russian Consul has resigned from his office and entered the army, as he is an officer of the German army reserves.

Governor's Bombastic Talk. Peking, August 28th.—The Governor-General of Kiauchau has encouraged the Germans at Kiauchau by issuing the following instruction to them:—

"Except the officers on the list, all Germans in Tsingtau who are determined to defend the port, as well as ordinary German merchants, should present the estimates of their property to the civil administration office."

"There is no doubt but that the situation of the war in Europe is favourable to Germany and that war will end in victory for Germany and the surrender of the allied forces. Therefore I can assure you that although Tsingtau may pass into the enemy's hands for a time, yet it will soon be restored to victorious Germany."

The losses which the residents in Tsingtau may

DAIRY FARM NEWS. NOTICE.

We beg to notify our customers that on and after 14th inst. our amended prices (as approved by the Food Committee) will come into force.

All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., Ltd

SEPTEMBER, 1914.

TO-DAY'S ADVERTISEMENTS.

SAILORS, SOLDIERS AND VOLUNTEERS

IN UNIFORM

PHOTOGRAPHED AT HALF PRICE

UP TILL DEC. 15th, 1914.

AH FONG

PHOTOGRAPHER, 31, QUEEN'S ROAD.

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS and MANILA.

S.S. "MONGOLIA."

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery from the Company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Thursday, September 17th, 1914 at noon will be subject to landing charges and if undelivered Saturday, September 19th, 1914, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown at West Point September 19th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co. All claims must be filed on or before September 13th, 1914, otherwise they will not be recognized.

R. C. MORTON,

Agent.

Hongkong, 13th September, 1914.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

The Steamship "BENFOLIOH"

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th September will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 26th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th September, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 14th Sept., 1914.

NOTICE.

KOWLOON BRITISH SCHOOL, and VICTORIA BRITISH SCHOOL will re-open on Wednesday, September 16th.

MACKINTOSH & CO. Telephone No. 29. MEN'S WEAR SPECIALISTS.



"VIYELLA" SHIRTS

WITH COLLARS TO MATCH.

"Viyella" Flannel is so finished that it cannot shrink, and it is soft, durable and of beautiful appearance.

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BLACK, BROWN, WHITE

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FOR DAY WEAR

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CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	
Empress of India	18th Sept.
Monteagle	30th Sept.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATE HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £45, via Boston or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.		Kashima Maru Capt. Yagi T. 20,000 Mishima Maru Capt. Wada T. 16,000	(WEDNES., 23rd Sept., at 10 a.m.) (WEDNES., 7th Oct. at 10 a.m.)
VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.		Awa Maru Capt. T. Hori T. 12,500 Shidzuoka Maru Capt. Deguchi T. 12,500	(TUES., 22nd Sept., at 4 p.m.) (TUES., 6th Oct. at noon.)
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.		Tango Maru Capt. Sekine T. 13,500 Nikko Maru Capt. Takeda T. 9,300	(TUES., 29th Sept., at 10 a.m.) (WEDNES., 10th Oct.)
CALCUTTA, via S'pore, Penang & Rangoon.		Kawachi Maru Capt. Nomura T. 12,500	(MONDAY, 21st Sept.)
BOMBAY via Singapore and Colombo.		Rangoon Maru Capt. Nomura T. 12,500	(MONDAY, 21st Sept.)
NAGASAKI, Kobe & Yokohama.		Nikko Maru Capt. Takeda T. 9,600	(TUESDAY, 22nd Sept., at 5 p.m.)
SHANGHAI and Kobe.		Fenang Maru Capt. Marazumi T. 12,000	(WEDNESDAY, 16th Sept.)
Kobe & Yokohama.		Atsuta Maru Capt. Iriyawa T. 16,000	(THURS., 24th Sept. at 11 a.m.)

† Cargo only.
‡ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJI	NAGASAKI
1st class.....	\$135	\$122	\$103	\$95
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CHINA NAVIGATION
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SAILINGS SUBJECT TO ALTERATION:

For	Steamers.	To Sail.
NINGPO & S'hai.	Kashio	15th Sept. at d'light
SHANGHAI.	Anhui	15th Sept. at 4 p.m.
MANILA, CEBU & ILOILO.	Taming	15th Sept. at 4 p.m.
H'ow, & H'PHONG.	Kailong	16th Sept. at 10 a.m.
WWEI & TIENSIN.	Kueichow	17th Sept. at noon
MANILA, CEBU & ILOILO.	Teian	22nd Sept. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
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MANILA LINE.—Twin Screw Steamers "Chinshu," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

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These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

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Hongkong 14th Sept., 1914.

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Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIWAN	18th Sept.	22nd Sept.
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Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	At	On or about	For	Will leave on or about
Tilbodas	JAPAN	1st half Sept.	JAVA	1st half Sept.	
Tilbodas	JAVA	1st half Sept.	SHAI	2nd half Sept.	
Tilbodas	JAVA	1st half Sept.	JAPAN	2nd half Sept.	
Tilmanok	SHAI	2nd half Sept.	JAVA	2nd half Sept.	
Tilmanok	JAPAN	2nd half Sept.	JAVA	2nd half Sept.	
Tikembang	JAVA	2nd half Sept.	SHAI	1st half Oct.	
Tilpanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.	
Tilmanok	JAVA	2nd half Oct.	SHAI	2nd half Oct.	

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Tues., 20th Sept.
Shinyo Maru	22,000 - 21 knots	" N'saki, Tues., 6th Oct.
Chiyo Maru	22,000 - 21 knots	" H'kong, Tues., 20th Oct.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

"Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH-AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Selyo Maru 14,000 - 14 knots Tues., 6th October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	—	30th Sept., 10 a.m.
Eastern	—	9th Oct., "
Aldenhay	3rd Oct., "	30th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

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Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers; Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	WED., 16th Sept. at 11 a.m.
Haiyang	A. E. Hodgins	FRI., 18th Sept. at 11 a.m.
Haitan	J. W. Evans	TUES., 22nd Sept. at 11 a.m.

FOR SWATOW.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPrak & Co.,
General Managers.

LOG BOOK.

China Coast Gazette.
Captain G. Philip, from leave, has gone master, Kutwo.

Captain W. Gibb, of the Katwo, is on leave.
Mr. H. G. Forster, from leave, has gone second officer, Tukwo.

Mr. J. S. Masson, second officer, Tukwo, is on leave.
Mr. J. Petrie, from leave, has gone acting chief officer, Changwo.

Mr. J. D. Carnie, from leave, has gone chief engineer, Cheong-shing.
Mr. T. M. Cochrane, acting chief engineer, Cheongshing, has gone second engineer, same ship.

Mr. A. E. V. Lamble, second officer, Kumsang, has gone second officer, Cheongshing.
Mr. A. D. Kelman, acting second officer, Cheongshing, has gone third officer, Chunsang.

Mr. W. J. Singleton, from leave, has gone second officer, Kumsang.
Mr. S. Thompson, second engineer, Namsang, has gone second engineer, Fausang.

Mr. J. Thompson, second engineer, Fausang, has gone second engineer, Taksang.
Mr. F. Englebrecht, second engineer, Yuenang, has gone second engineer, Taisang.

Mr. E. Tapsell, from leave, has gone chief officer, Loongsang.
Mr. C. H. Spittle, acting chief officer, Loongsang, has gone second officer, same ship.

Mr. G. D. Prater, acting second officer, Loongsang, has gone third officer, same ship.
Mr. J. Collins, awaiting orders, has gone third engineer, Kutsang.

Mr. H. Y. McLean, third engineer, Cheongshing, has gone supernumerary, Namsang.
Mr. M. A. Hasselbrock, supernumerary third engineer, Namsang, has resigned.

Mr. A. McLean has been appointed third engineer, Cheongshing.
Mr. T. Croft, chief officer, Hopsang, is awaiting orders.

Mr. J. McAlinsh, acting master, Fooching, has gone chief officer, Hopsang.
Mr. H. D. Iffa, second engineer, Yuenang, is on leave.

Mr. J. E. McFayden, third engineer, Chipshing, is awaiting orders.
Mr. F. S. Lewis, second officer, Chipshing, has gone second officer, Suisang.

Mr. T. Perez, second officer, Suisang, is awaiting orders.
Mr. O. W. Forster, from leave, has gone second officer, Chipshing.

Mr. L. B. Austin, second officer, Chipshing, is awaiting orders.
Mr. W. Patton, third engineer, Loongsang, has resigned.

Mr. A. Williams has been appointed third officer, Kutsang.
Mr. R. Winterston, third engineer, Suisang, has gone second engineer, same ship.

Mr. W. C. Tilley, second engineer, Suisang, has resigned.
Mr. T. Grant, from leave, has gone chief officer, Cheongshing.

Mr. J. Ferguson, chief officer, Cheongshing, is on leave.
Mr. R. Middlemas has been appointed third engineer, Maunsang.

Mr. W. Neil, third engineer, Maunsang, has gone third engineer, Hopsang.
Mr. S. Feeney has been appointed third engineer, Hinsang.

Captain Pickard, of the Shengking, has gone master, Wuchang.
Captain French, of the Wuchang, has gone master, Shengking.

Mr. W. B. Chilton, supernumerary, Hsin Peking, has gone second officer, Shengking.
Mr. W. B. Paton, second officer, Shengking, has gone supernumerary, Hsin Peking.

Mr. G. Taylor, supernumerary, Luchow, has gone second engineer, Kian.
Mr. J. E. Rancie, supernumerary, Hsin Peking, has gone chief officer, Kiating.

Mr. A. M. Henderson, from leave, has gone supernumerary third engineer, Hsin Peking.
Mr. E. Potts, third engineer, Wuhu, has resigned.

Mr. W. M. Moyes, supernumerary, Kian, has gone third engineer, Wuhu.
Mr. O. Jensen, from reserve, has gone chief engineer, Kan-chow. —Shipping and Engineering.

Oysters, Fresh, Fried or Stewed.
Findon Haddocks, Kippers &c.,
ALEXANDRA CAVE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
TIENTSIN via W'wei	Cheongshing	Wed., 16th Sept. at d'light
SANDAKAN	Mausang	Wed., 16th Sept. at noon
MANILA	Yuensang	Sat., 19th Sept. at 2 p.m.
S'PORE, Pang & C'utta	Namsang	Sat., 19th Sept. at 2 p.m.
Y'HAMMA, Kobe & Moji	Kumsang	Sat., 19th Sept. at 2 p.m.
SHANGHAI	Wosang	Sun., 20th Sept. at d'light
S'PORE, Pang & C'utta	Loongsang	Fri., 25th Sept. at 2 p.m.
MANILA	Loongsang	Sat., 26th Sept. at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtzeo Ports, Chofoo, Tientsin, Dalny, Weihaiwei, Tsingtau.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
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V'TORIA, V'VER, S'TLE,
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 V'TORIA, V'VER, S'TLE,
 TACOMA & PLAND...

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For Freight or Passage, apply to

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

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14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS
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STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
 Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
 Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

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 displacement, providing conditions for painting ships with most
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
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 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
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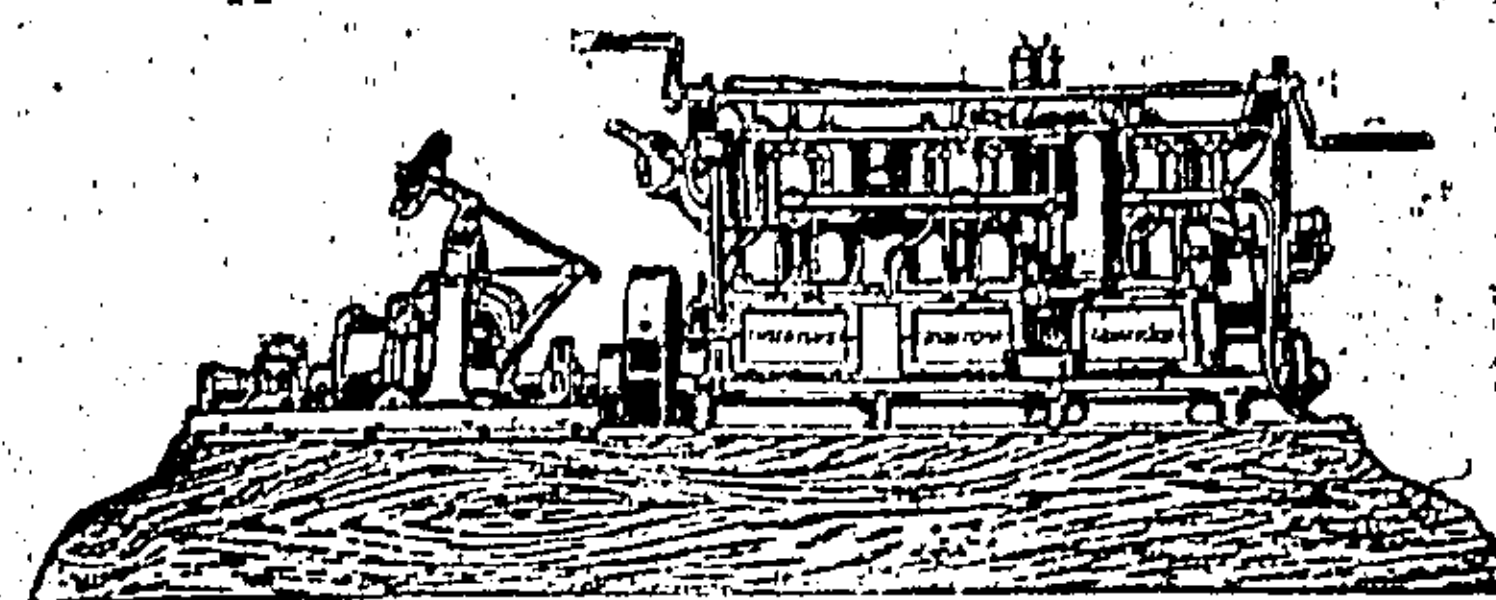
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PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



O.G. type, Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

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TELEPHONE No. 321.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De- spatched.
Marseilles via Ports	Kashima M.	N. Y. K.	23, Sept.
Marseilles via Saigon, S'pore,	Polynesian	M. M.	29, Sept.
Colombo, Port Said	Namur	P. & O.	14, Oct.
London & A'werp via S'pore etc.			

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & C.	Tenyo M.	T. K. K.	15, Sept.
San Francisco via Keelung,			
Shanghai and Japan, & C.	Mongolia	P. M. Co.	15, Sept.
Vancouver via S'hai & Japan & C.	E. of India	C. P. R.	16, Sept.
Seattle & Tacoma via Keelung	Mexico M.	O. S. K.	16, Sept.
Via B.C. S'te via K'lung, S'hai & C.	Awa M.	N. Y. K.	22, Sept.
New York	Ghazee	D. & Co.	28, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	O. P. R.	30, Sept.
Victoria, Vancouver, Seattle,	Cardigan	J. M. Co.	30, Sept.
Tacoma & Portland	Chicago M.	O. S. K.	1, Oct.
Via B.C. T'ma via K'lung, Japan	Seiyo M.	T. K. K.	3, Oct.
Mexican, Peruvian and Chile	Seiyo M.	T. K. K.	6, Oct.
Ports via Japan	Yokohama M.	N. Y. K.	8, Oct.
South America via usual ports	Minnesota	N. Y. K.	14, No.
Victoria, B.C. & S'te, etc.			
Seattle via Nagasaki etc.			

AUSTRALIA.

Australian Ports via Manila	Taiyuan	B. & S.	16, Sept.
Australian Ports via Manila	St. Albans	G. L. Co.	26, Sept.
Australian Ports via Manila	Tango M.	N. Y. K.	29, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Manila, Cebu and Iloilo	Taming	B. & S.	15, Sept.
Sandakan	Mausang	J. M. Co.	15, Sept.
Ningpo & Shanghai	Kashang	B. & S.	15, Sept.
Shanghai, Moji and Kobe	Penang M.	N. Y. K.	19, Sept.
Swatow	Haimun	D. L. Co.	19, Sept.
Manila	Yuensang	J. M. Co.	19, Sept.
S'hai, Moji, Kobe and Yokohama	Candia	P. & O.	20, Sept.
Bombay via S'pore, Port S'ham,			
Penang & Colombo	Luzon M.	O. S. K.	20, Sept.
Shanghai	Wosang	J. M. Co.	20, Sept.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	21, Sept.
S'pore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Sept.
Bombay via Straits & Colombo	Nubia	P. & O.	22, Sept.
Kobe and Yokohama	Aisuta M.	N. Y. K.	24, Sept.
Singapore, Penang & Calcutta	Fooshing	J. M. Co.	25, Sept.
Bombay via S'pore etc.	Shinshikun	N. Y. K.	30, Sept.
Singapore, Mauritius and South			
African Ports	Salamis	B. L. L.	25, Oct.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, & C.	Tibodas	J. C. J. L.	1, half A.
Batavia, Cheribon, Samarang, & C.	Tijmah	J. C. J. L.	1, half A.
Japan	Tibodas	J. C. J. L.	1, half A.
Japan	Tijlajap	J. C. J. L.	2, half A.
Shanghai	Tjikini	J. C. J. L.	2, half A.
Shanghai	Tjitarom	J. C. J. L.	2, half S.
Shanghai	Tjipanas	J. C. J. L.	Q. desp.
Shanghai	Tjimanook	J. C. J. L.	Q. desp.
Shanghai	Tjikembang	J. C. J. L.	F half Oct.

CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO
and STRAITS.

The Company's Steamship

"KAGA MARU"

having arrived from the above
 ports, Consignees of Cargo are
 hereby informed that their Goods
 are being landed and placed at
 their risk in the Hongkong and
 Kowloon Wharf & Godown Com-
 pany's Godowns at Kowloon,
 where each consignment will be
 sorted out mark by mark and deli-
 very can be obtained as soon as
 the Goods are landed.

Optional Goods will be carried
 on unless instructions are given
 to the contrary before noon, to-
 day.

Goods not cleared by the 17th
 September, will be subject to rent.
 Damaged packages must be left
 in the Godowns for examination
 by the Consignee's and the Co.'s
 representatives at an appointed
 hour. All claims must be pre-
 sented within ten days of the
 steamer's arrival here, after
 which date they cannot be re-
 cognized. No claims will be
 admitted after the goods have left
 the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 10th September, 1914.

CONSIGNEES

"SHIRE" LINE OF STEAM-
ERS, LIMITED.

NOTICE TO CONSIGNEES

From EUROPE etc.

The Steamship

"MERIONETHSHIRE"

having arrived from the above
 ports, Consignees of cargo by her
 are hereby informed that all goods
 are being landed at their risk into
 the hazardous and/or extra hazar-
 dous Godowns of the Hongkong
 and Kowloon Wharf and Godown
 Company, Limited, whence, and
 or from the wharves, delivery may
 be obtained.

Goods not cleared by the 15th
 Sept. will be subject to rent.

All broken, chafed and damaged
 packages are to be left in the
 Godowns where they will be
 examined on 15th Sept. at 9.30
 a.m. Claims against the steamer
 must be presented within 10 days
 of arrival, otherwise they will not
 be recognized.

No Fire Insurance will be
 effected by us in any case what-
 ever.

Bills of Lading will be count-
 signed by—

JARDINE, MATHESON
& CO., LTD.

Agents.

Hongkong, 8th September 1914.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

Formosa Daiji Maru
 Sourabaya Tjibodas
 Shanghai Anhui
 Philippines Taming
 Tientsin Cheongching

AMERICAN MAIL.

The P.M. s.s. MONGOLIA will be
 despatched from this port on Thursday,
 September 17th at 4 p.m. Instead of as
 per schedule, for San Francisco, via Ke-
 lung, Shanghai, Nagasaki, Kobe, Yokka-
 chi, Shimizu, Yokohama and Honolulu.

The P. M. s.s. CHINA arrived at San
 Francisco on Saturday, Sept. 5.

AUSTRALIAN MAIL.

The A. O. Line s.s. TAIYUAN left
 Sydney on 25th ult. for Hongkong via
 Thursday Island, Zambounga and Manila,
 and may be expected to arrive here on or
 about the 18th September.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU
 HOKATA MARU and KAMAKURA
 MARU have been withdrawn from the
 service, and their substitutes are not
 placed.

The T. K. K. s.s. TENYO MARU will
 leave Nagasaki for San Francisco via
 Kobe and Yokohama on Sunday 20th
 Sept. and not on the 15th inst. as pre-
 viously advised.

The Ben Line s.s. BENVORLICH from
 Antwerp, Middlesbrough & London left
 Singapore for this port on 7th instant
 and may be expected to arrive here on
 or about 15th inst.

The P. & O. s.s. NAGOYA arrived at
 London on the 7th instant.

The Mogul Line s.s. ATHOLL sailed
 from Liverpool on the 5th August and is
 expected to arrive here on or about the
 22nd September.

The Barber Line s.s. CHALISTER left
 New York for Hongkong via Panama
 Canal on the 1st Sept. and is due here on
 or about the 20th Oct.

VESSELS IN PORT.

Steamers.

Kwangu, Br. s.s. 1,328, G. J. Spink, 31st
 Aug.—Saigon, 26th Aug., Rice—
 Chinese.

Drahar, Norw. s.s. 1,102, Jenson, 1st inst.
 —Bangkok, 12th ult., Rice—
 Chinese.

Kirin Maru, Jap. s.s. 2,356, B. Tunda, 2nd
 inst.—Singapore, 27th ult., Gen.
 —N. Y. R.

Musina, Br. s.s. 3,605, N. MacDonald,
 15th ult.—Swatow, 13th Aug.,
 Ballast—S. O. & Co.

Kentucky, Br. s.s. 4,278, A. Lee, 17th Aug.
 —Singapore, 18th Aug., Gen.—S.
 T. & Co.

Yerimo Maru, Jap. s.s. 3,066, S. Kawa,
 21st Aug.—Java, 11th Aug., Sugar—
 S. K.

Skerries, Br. s.s. 2,798, J. W. Angus, 26th
 Aug.—Wusung, Gen.—D. & Co.

Swanley, Br. s.s. 2,908, Steele, 27th Aug.—
 Wusung, 22nd Aug., Coal—Or-
 der

Huangchow, Br. s.s. 994, Wake, 30th Aug.
 —Saigon, 25th Aug., Rice—B. &
 S.

Inaba Maru, Jap. s.s. 3,837, H. Tominaga,
 3rd inst.—Nagasaki, 30th ult.,
 Gen.—N. Y. K.

St. Albans, Br. s.s. 2,538, Baikie, 3rd inst.
 —Melbourne, 18th July, Gen.—
 G. L. & Co.

TO SAIL

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For NEW YORK

The s.s. "CHAZEE"

sailing on or about the 28th September

For Freight and further information apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 10th September, 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.O. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILL AT ORDINARY SPRING TIDES	RISE OF TIDE AT STRAITS	NEAPS
KOWLOON					
No. 1 Dock, Kowloon	700'	(No. 100' bottom)	30'	5' 6"	
No. 2 Dock, Kowloon	271'	74'	24'	5' 6"	
No. 3 Dock, Kowloon	254'	74'	24'	5' 6"	
Paint Slip, No. 1 Kowloon	240'	60'	15'	5'	
Paint Slip, No. 2 Kowloon	240'	60'	15'	5'	
TAI-KOK-TSU					
Cosmopolitan Dock	400'	85'	30'	5' 6"	
ABERDEEN					
Hong Dock	430'	85'	30'	5' 6"	
Lamont Dock	255'	65'	25'	5'	

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc. M.I.N. Kowloon Dock, Hongkong.

TOWN OFFICE:
QUEEN'S BUILDINGS.
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH.

FIRST EXTRA

HONGKONG, MONDAY, SEPTEMBER 14, 1914.

WAR ITEMS.

Germany and Brussels.

London, August 24th, 12.35 a.m.—Now that the Germans are in undisputed possession of Brussels they seem to be showing some consideration for the feeling of the inhabitants since they refrain from hoisting the German flag on the Palace or Town Hall. The Belgian authorities are anxious to avoid any pretext for German reprisals, even the boys' scouts have been stripped of their uniforms.—*Reuter's Special Service.*

London, August 24th, 12.25 a.m.—The German Commander in the city has posted Proclamations announcing that forced by circumstances to make levies, he requests the population to acquiesce and not to adopt an aggressive attitude, otherwise he will be compelled to take the severest measures. The German Troops are in the outskirts of Brussels and the adjoining villages, but they are not quartered on the city itself.—*Reuter's Special Service.*

German Munitions of War Captured.

A Tientsin message of the 26th to the *Asahi* says:—

One thousand cases containing munitions of war in the possession of a German merchant have been seized by the Tientsin water police. These were in the storehouses here of the Dairen Steamship Company until the 22nd, when they were taken out on the pretext that they would be transferred to the custody of Americans. They were being sent up the river Peiho on four native junks last night, their ostensible destination being the offices of the Governor-General of Shansi, when they were seized by the water police.

Three guns, with 83 cases of ammunition, were being sent to Tsingtao from Peking on the Tientsin Railway on the 24th, when they were confiscated at Guklin Station.

"Getting His Own Back." Under the above heading, Mr. Bob Jones, a well-known resident of Yokohama, and formerly in the British Navy, writes:—

"Captain Trench, Royal Marines, late prisoner in a German fortress, is on board H.M.S. Highflyer that sank the Kaiser Wilhelm der Grosse. God save the King!"

Enlistment of Ulster Unionists.

London, Sept. 3. The Belfast Ulster Unionist Council has unanimously approved of the arrangements made for the enlistment of an Ulster division for service abroad.

Prince of Wales' Fund.

Among the subscriptions to the Prince of Wales' fund are the following:—His Majesty the King, £5,000; Her Majesty the Queen, £1,050; Prince of Wales, £300; Queen Alexandra, £500; Grenadier Guards, £18,000; Mr. George Coats, £50,000; Lord Ashton, £25,000; the Duke of Westminster, £15,000; Messrs. Rothschild, £10,000; Mr. William Morrison, £10,000; Lord Salisbury, Lord Ivesagh, Lord Northcliffe, Sir Ernest Cassel, Sir Arthur Lever and Sir William Lever, each £5,000.

Bottling up German Commerce. The *Nichi Nichi* learns from a trustworthy source that prior to the outbreak of war between Great Britain and Germany there were in Far Eastern waters some 100 German steamers. Of these, 57 have up to the present been captured by the British, French and Russian warships. The remainder are believed to be in the neighbourhood of the Samoa Islands, while six or seven are in Kiaochow Bay.

The Control of Food Supply.

Mr. Walter Runciman, Secretary of Agriculture, has introduced a Bill giving the British Government power to seize all

foodstuffs. The Bill passed through all its stages.

Mr. Runciman said his reason for introducing the Bill was what he termed the "greed of wealthy people who with a long line of automobiles had disgraced themselves by cornering the large stock of provisions and causing great hardship among the poorer classes." He said he believed the panic was now over, but the Government wished to be prepared in case of necessity.

German Allegations Refuted. H. B. M.'s Consul-General, by direction of H. M. Minister, sends the *N. C. Daily News* the following telegram from the Foreign Office for publication.

The following has been received from the Foreign Office, Sept. 5.

H. M. Government declare publicly and officially that the statement made by the German General Staff to the effect that dum-dum bullets have been found on French and English prisoners is entirely untrue. Neither the British nor the French Army has in its possession or has issued any but the approved patterns of rifle and revolver ammunition which do not infringe in any respect the provisions of the Hague Convention.

Germany Faced With Famine.

London, Sept. 5.

A correspondent of the *Standard* who has been in Berlin and other big German cities, telegraphs from Copenhagen a remarkable story about the situation in Germany.

The country, he says, is faced with famine, commercial ruin and revolution.

Thousands of business firms are already ruined and thousands of shops are closed.

Nearly every woman is in mourning.

The correspondent says that Germany has already lost 100,000 men killed, and that when the facts are known the Socialists may be expected to organize a revolution.

Namur Partially Ruined.

London, Sept. 5.

A message from Amsterdam says that the Namur correspondent of the *Berliner Tageblatt* draws a terrible picture of the havoc which has been wrought there.

He says that many squares have been devastated and that the *Grande Place*, with its splendid Town Hall, exists no more.

The hotel opposite the railway station has been transformed into military camps.

The city is without bread, and the German troops are being fed by big supplies taken from the captured fortresses.

There is great want also at Gembloux.

Official Anti-British Press Campaign.

London, Sept. 4.

A White Paper has been published containing telegrams from Sir William Goschen, British Ambassador at Berlin, to Sir Edward Grey, Secretary of State for Foreign Affairs, sent prior to the war, reporting the establishment, under the control of the German Government, of a powerful secret association of manufacturers and shipowners for the purpose of influencing the foreign press, particularly in South America and the Far East, in the interest of German export trade and to spread German influences generally.

The Ambassador described the movement as the preparation for a vast system of international blackmail.

Hungary's Unwilling Part in the War.

New York, Aug. 8th.—One hundred thousand Hungarians in America have pledged themselves to raise a fund of \$10,000,000 to finance a revolution in Hungary, according to Mr. Louis Tarsai, editor of the *Hungarian Daily Bore*. Mr. Tarsai says that such a revolution now is regarded as inevitable by many Hungarians, who are determined to

eliminate the Hapsburg dynasty, but he does not believe it will take place until the \$10,000,000 is raised.

"The war started by Austria will so impoverish the Hungarians that they will have no alternative except revolt," he said.

Canadians Ready.

Quebec, Aug. 4.

The announcement that Germany and Great Britain were at war was received here with the greatest enthusiasm, while English, French and Irish paraded together in a display of loyalty and patriotism such as has never before been witnessed in the ancient capital.

Before a great crowd, Albert Serigny, the brilliant young Member of Parliament for Dorchester, made it plain that the French Canadians realized the seriousness of the present menace to the Empire in general and Canada in particular, and were standing with their fellow citizens. He recalled how France had gone down before the arms of Germany in 1870. The great question which French Canadians had been asking during the past few days, he said, had been "what will Britain do?"

Had France been left alone, her arms might not have met with success, but she would receive the happy news that the *entente cordiale* was no idle word. England had arisen to the occasion. Whatever the results might be they would go into war with a united front, and he was sure that Providence would smile upon them in this struggle.

Treatment of Japanese in Germany.

The Foreign Office has issued a statement describing the treatment of Japanese in Germany. The statement says that, as early as August 8, the Germans began to watch all Japanese. The Japanese *Charge d'Affaires* instructed his nationals to leave the country and numbers of them left, but on the expiration of the ultimatum the Germans arrested fifty, who were imprisoned, the German authorities asserting that this was done for their protection.

The civil authorities gave the *Charge d'Affaires* permission to see the imprisoned Japanese, but the military authorities refused the privilege. The names of the prisoners are not obtainable. The American Ambassador, who is representing Japan, protested. The Japanese *Charge d'Affaires* says the attitude of the German authorities towards Japanese leaves much to be desired.

The statement also says that the train in which the Japanese Ambassador was leaving Vienna was stoned, the windows being broken. This outrage was a result of unbridled abuse published in the Vienna papers.

The above report came as a shock to the public in Japan, where Germans and Austrians have been treated with every consideration and courtesy.

THE COLLISION CASE.

JUDGMENT FAVOURS THE N. Y. K.

The Wing Sang Mostly to Blame.

The Acting Chief Justice, Mr. H. E. J. Gompertz, at the Supreme Court this morning, gave judgment in the action in which the Nippon Yusen Kaisha, as owners of the Jinsen Maru, sued the Indo-China Steam Navigation Co., as owners of the Wing Sang, claiming \$30,000 for damage occasioned by a collision which took place in the Yathong Channel, near Lantau Island, during a fog, on February 17. The Indo-China S. N. Co. counterclaimed for damages arising out of the same collision.

Mr. Eldon Pitter, (instructed by Mr. E. J. Crist) appeared for

the plaintiffs and the Hon. Mr. H. E. Pollock, K.C., (instructed by Mr. Davidson, of Messrs. Hastings and Hastings) defended.

In the course of a lengthy judgment, His Lordship pointed out that the Jinsen Maru was a Japanese steamship owned by the Nippon Yusen Kaisha, and was manned by a crew of 55 hands. She was on a voyage from Japan to Hongkong, laden with a general cargo. The Wing Sang was a British ship, of 2,337 tons gross, owned by the Indo-China Steam Navigation Company, Ltd., and was manned by a crew of 72 hands. She was on a voyage from Hongkong to Swatow, carrying passengers and a general cargo.

The plaintiffs' case was that the wind at the time was easterly and very slight, that the weather for some time past had been foggy, but varying from a dense to a light fog. The prescribed fog signals were regularly sounded, and the fog becoming more dense, the engines of the Jinsen Maru, which had been moving slowly ahead, were stopped, with a view to her anchor being let go in due course, and she proceeded slowly through the water, heading about N. W. Shortly after the engines of the Jinsen Maru had been stopped, she heard the fog signal of another steamship, apparently bearing about W. by N., and twice subsequently, at an interval of one minute, another fog signal was heard from about the same direction, but slightly more westerly. On each occasion an answering blast was sounded. About a minute after the third and last signal, and while the Jinsen Maru still had forward way, a steamship, which proved to be the Wing Sang, appeared about two and a half points on her port bow, apparently distant some two ship's lengths away, approaching through the fog, heading in the direction of, or a little abaft, her foremast. The engines of the Jinsen Maru were at once put full speed astern and three short blasts blown, but the Wing Sang came on, apparently at full speed ahead, under a starboard helm, two short blasts being blown on her whistle; and she struck the stem on the port side of the Jinsen Maru, with her starboard side abaft the foremast, and did her considerable damage. The complaint made against the Wing Sang was that she did not observe the provisions of Articles 18, 19, 22, and 20 of the Regulations.

The case for the Wing Sang was that she was proceeding south of the Lam Tong Island on an easterly course. The weather was fine and calm, the atmosphere was clear in her neighbourhood and in all directions except towards the east and the south, where there was a fog bank; and a light wind was blowing from about E. S. E. At 12.10 p.m. the Wing Sang heard on her starboard side a prolonged blast from a vessel enveloped and invisible in the fog. It was clear for some distance in that direction, and the other vessel was apparently too far away for there to be any present danger of collision, but the Wing Sang sounded a prolonged blast in reply and slowed down, navigating with caution, and continued to sound a prolonged blast at intervals of not more than two minutes. Hearing the whistle of the other vessel getting nearer and apparently more forward on the starboard side, the other vessel being still hidden in the fog, the Wing Sang's engines were stopped. The fogbank approached the Wing Sang, borne by the wind, and soon afterwards the other vessel, which proved to be the Jinsen Maru, suddenly came into sight, approximately three lengths away and bearing about three points on the Wing Sang's starboard bow, emerging from the fogbank, which appeared to be very dense and travelling at a

considerable speed on a course crossing the Wing Sang's course, ahead of the Wing Sang. Just as the Jinsen Maru came into sight she sounded three blasts, indicating that her engines were going full speed astern. Thereupon the Wing Sang put her helm hard a-starboard and sounded two short blasts, and her engines were put full speed ahead in order to assist her helm and also to minimise the effects of the collision. But the Jinsen Maru coming on with no apparent slackening in her speed, struck, with the port side of her stem, the Wing Sang's starboard side just forward of amidships and inflicted serious injury to the Wing Sang.

Those on board the Wing Sang blamed the Jinsen Maru for going at an excessive speed with regard to the circumstances, and with neglecting to stop and anchor; or to reverse her engines, so as to take her way off, when she heard the Wing Sang's whistle. Again, when the Jinsen Maru signalled that she was going astern, she neglected to reverse with sufficient promptness. Further, the manoeuvre of reversing was an improper one.

His Lordship, reviewing the evidence step by step, thought that at 12.10 p.m. it was the duty of the Wing Sang, first to stop her engines, and then to navigate with caution until risk of collision was over. At 12.16 p.m., when the master of the Wing Sang saw the Jinsen Maru coming out of the fog at what he described as a high rate of speed, he put his engines full speed ahead and her helm hard a-starboard in the hope of getting the ship far enough round to port to be parallel to the course of the Jinsen Maru. Putting a question to the assessor on the point, the latter's reply was that, considering how close these vessels were—at the most three hundred yards—he was of opinion that such action was an error of judgment on the part of the master of the Wing Sang. He should have let go his engines full speed astern, with the helm hard a-port and should have let go his starboard anchor. Had this been done he was of opinion that no collision would have occurred. Here again he concurred with the assessor and found the Wing Sang to blame.

After reviewing the case for the Jinsen Maru, His Lordship remarked that the suggestion was made that the Jinsen Maru was guilty of unreasonable delay in going astern. He was of the opinion that the order to go astern was given and obeyed with reasonable promptitude, and that there was no negligence under that head.

Then the question arose—when she found herself in imminent danger of collision with the Wing Sang, did the Jinsen Maru take the proper measures for avoiding the collision? He had put this question to the assessor and his reply was as follows:—"With the vessels in such close proximity, it would have been useless for the Jinsen Maru to attempt to keep her course and speed. I am of opinion that she did right to go full speed astern. But she should, I think, have done more than this. The helm should have been put hard a-port when the engines went astern so as to cant her head to starboard and away from the other ship. To port and let go the starboard anchor would have been, in the circumstances, an ordinary manoeuvre of good seamanship."

His Lordship held that the Jinsen Maru was wholly blameless up to the last minute, when he found that she was, in effect, guilty of an error of judgment. He thought a fair order for the apportionment of the blame would be that the Wing Sang must bear four-fifths and the Jinsen Maru one-fifth of the damage.

The question of costs was referred to chambers.

DIARY OF WAR.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected severe. Semi-official *Pester Lloyd* claims that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragujevac.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 99½. Mr. Asquith announces that the situation is one of "extreme gravity." Serbians destroy bridge at Semlin. Austrians bombard Serbian positions, compelling evacuation. Two Serbian steamers captured. German troops move in response to Russian advance towards Wirballen.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from Belgrade. Home Rule Amending Bill postponed; Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed; Bank of England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Szozakowa and Granitzka. New Zealand and Canada offer assistance.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Oirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta.

August 4.—Earl Kitchener sails, but is recalled. War

declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gassed Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. Bank of England rate reduced to 6 per cent. Germans repulsed by Belgians, with 8,000 casualties. Serbian volunteers cross the Sava and plant flag on Austrian bank. Germany threatens Italy with war unless she supports allies. H.M.S. Amphion sinks German mine-layer Koenig in Lube and later strikes mine and sinks herself. Uhlans enter Liege but Belgians exterminate them. House of Commons vote additional war credit of \$100,000,000.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from Germans and French enter North Togoland. British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 11.—Commonwealth Navy transferred to Admiralty till war ends. Announced that there are 8,000 German prisoners in Belgium. Reported that Germans desperately attacked Fort Siering, Liege, but were repulsed. Germans attack Mulhausen, in Alsace, compelling small French force to retire. French remain masters in Upper Alsace. Austrian troops reported to have entered Alsace. Liege forts reported still intact. Imperial Government to withdraw troops from South Africa.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the open at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haslen. German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Arricourt and Oirey. Cannonade heard at Tylemont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Danube; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Radua, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumours of

a Serbian victory. Kaiser leaves Berlin for Mainz with Headquarters Staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper course of the Bug and Styria. French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Serbians rout Austrians near Sobabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans encroaching along Belgian battle front. Belgian Royal Family and Government move to Brussels.

August 19.—Fierce battle proceeding between Belgians and Germans along an extended front. Liege forts still intact. Serbians victorious in fight with 80,000 Austrians. Germans repulsed in again attempting to cross the Meuse near Dinant.

August 20.—Majority of Italian cabinet said to favour intervention on the side of the Triple Entente. Russians occupy Gumbinnen, capturing twelve guns and many prisoners. German forces cross the Meuse between Liege and Namur. French forces reach Moerschingen, south-east of Metz. French occupy Guebwiller, in Alsace. Russians enter East Prussia and occupy Lyk. French recapture Mulhausen at the point of the bayonet. Germans occupy Brussels.

August 21.—At request of Canadian Government, Duke of Connaught remains Governor-General during the war. French troops achieve brilliant success between Mulhausen and Altkirch, capturing 24 guns. Germans retreating on the Rhine. Belgian Army retires to Antwerp in good order and is ready to co-operate with the Allies. Understood that Britain arranges \$10,000,000 loan to Belgium. Germany not yet replied to Japanese ultimatum.

August 22.—Germans impose war levies of \$2,000,000 and \$8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Serbians rout Austrians along the Drina. Russian successes reported at Gumbinnen and in Galicia. France protects against German use of dum-dum bullets. Press Bureau announces that military position of Allies is satisfactory. Germans occupy Alost and Western. German artillery attack on Namur begun.

August 23.—Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Arya, west of Lyk. Serbians clear the country at Loznitz, Leshnitsa and Sobabatz, defeating Austrian column. Serbians ready to cross the Sava and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Leven dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Announced from New York that Kaiser instructs Tsingtau garrison to defend the position to their utmost. Field Marshal von der Goltz appointed Military Governor of the occupied part of Belgium. Canadian Patriotic Fund rapidly mounting. Toronto City alone contributing \$27,000. Germans occupy Lunville. German attempts on Nancy fail. French successfully resist German attack on southern frontier, enemy retreating all along the line. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges

and Nancy. Russians occupy Allenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apis, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Leon, towards Mezieres. Fighting reported at Bapaume, 25 miles from Amiens. Fresh German troops appear along Russian frontier; battle continues along whole Austrian front. Announced that German destruction in Louvain arouses intense indignation in America. French gain a considerable success at Guise. Australian Premier calls for second expeditionary force.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns. German aeroplane appears over

Paris, dropping bombs near Saint Lazare station and near the Opera House.

Sept. 2.—List of British casualties published. Details:—Officers killed, 36; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven Islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Haslicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000. Announced that Germans continue to leave the entrenched camp of Paris on their right, marching south-east. Germans evacuate Compiègne and Senlis districts. Great patriotic demonstration at the Guildhall.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting

British casualties total 15,000 and German losses thrice that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated. Allies' success over Germans at St. Quentin officially confirmed. Germans lose 3,000 men in a terrible encounter west of Malines; further losses sustained owing to opening of dykes to the south-east of Antwerp. Germans destroy Dinant by shell-fire and incendiarism. Announced that altogether 12 Austrian divisions have been completely destroyed by Russians near Lemberg.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Province. British casualties to date:—Officers: killed, 63; wounded, 102; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413. Germans retire before the British and cross the Marne. Fifth French Army meets with equal success, making many captures. Germans suffer severely all along the line. No change in Alsace. Viceroy of India announces that 70,000 Indian troops are already on the way to the front. In the House of Commons, a summary of offers of

service, money, etc., made in aid to the Viceroy, is read; greeted with cheer after cheer. His Majesty sends message to self-governing Dominions, expressing gratitude for whole-hearted support in the war.

September 10.—Forces of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles. Austrians retreat in disorder before Russians at Tomaszow. Austrian and German troops dislodged from fortified positions near Lublin, and retire southward.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen. German Fleet reported active in Baltic Sea. Austrians evacuate Orasow. Mr. Asquith announces that since beginning of war 439,000 men enlist, irrespective of Territorials.

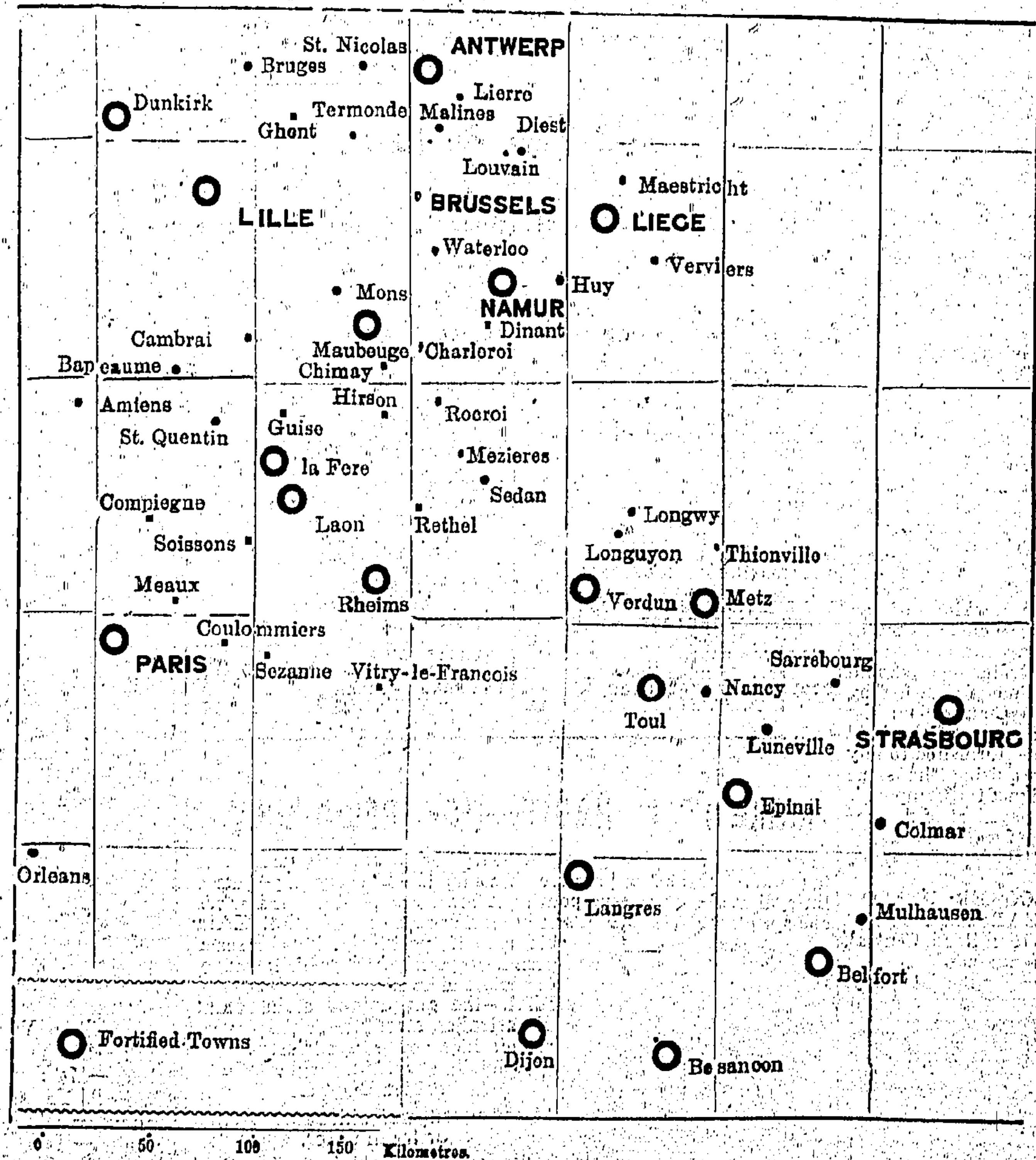
Sept. 12.—Whole German right wing falling back in disorder. Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herberstahoe. German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans have begun a general retreat all along the line and are being rapidly pursued by the allies, and that the Belgians have cut the German Army in two between Louvain and Brussels.

